

McCARREN, HERTY, LOSER, HAS RETIRED FROM TURF

Rumor Has It that Fortune Has Not Smiled on Senator's Track Speculations at Any Time This Season, and that Defeat of Ocean Tide Caused Hurried Decision.

The announced retirement of Senator Patrick McCarran from an active participant in turf affairs has caused an amount of gossip and speculation as to the reasons therefor. Senator McCarran would not comment on his action at all, except to say that he would still retain his interests in the Metropolitan Jockey Club.

It is said that the Senator is quite a heavy loser in his betting operations this season. Last year he was very lucky and his winnings mounted away up in the thousands.

This season Fortune has steadily averted her face, and the crowning blow came when Ocean Tide apparently won the Great Filly Stakes and the judges hung up Beldame's number.

This and Ocean Tide's recent defeat in a race where she looked almost a sure thing have no doubt soured the Senator on the racing end of the game.

To Stay in Jockey Club.

Perhaps some of the people connected with the Jockey Club would have been glad to see Senator McCarran close out his holdings in the Metropolitan Jockey Club also.

Trouble is feared in that quarter next season when the date question is taken up for consideration.

The dates secured by the Jamaica Club this season were not as good as they might have been. In fact the Jamaica Club really received all the worst of it.

This fact, combined with the known attitude of the chairman of the Jockey Club toward Jamaica and the almost vicious attacks made on Jamaica by the newspaper owned by a very prominent turfman, made a most disagreeable impression on those who knew a bit of the inside history in connection with the club's entry into the circuit.

The Metropolitan Club was not wanted

at all. In fact an attempt was made at Albany to keep the club out, and it took the combined influences of Senators McCarran and Timothy D. Sullivan to amend the measure which the Jockey Club wanted to put through.

The game was too good. Why have any more but in on it? That was the situation. Why the newspaper in question should have sneered so violently at Jamaica, belittled its racing and done everything to hurt the course is a mystery that has not been solved.

Ill-Advised Move.

It was certainly ill-advised, for the members of the Jamaica club are men who would rather placate than antagonize. Legislation is a small thing, and the men connected with the Jamaica club are just the sort to make legislators do funny things.

Still, the Jockey Club probably realizes that the politicians of the Jamaica club would not cut off their own noses to spite their faces. They have a plant which they can use to their advantage, and they will probably nurse it. Looking at it from this view, it is scarcely probable that there will be any trouble about dates next season unless the Jockey Club should force the Jamaica people to show their hands.

Politics in Racing.

It is a pity that politics ever crept into the game, for it generally destroys what it contaminates.

But, once it is better to placate than try to antagonize, and a word to the wise is sufficient.

It is not likely that the stewards made any inquiries as to where Jockey, the winner of the second race, so suddenly acquired all his speed. It is possible that the simple change of training methods was responsible. Or, was it because he had a light weight?

Whatever it was, the display of speed was amazing, and everyone could hear the comment on Jockey's lively move.

The fact that comment was made was not a surprise, because when a horse has acquired a reputation for beginning a race with a sudden display of speed, an early speed one naturally wonders what caused it.

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INGOMAR LEADS IN OCEAN RACE

Big Yacht, in 524-Knot Race, Coming Up the New Jersey Coast, Crosses Finish Line at Sandy Hook.

ONLY FIVE IN THE CONTEST.

Crack Harreshoff Schooner Has Had the Best of It All Along and Will Probably Finish the Winner Some Time To-Day.

The schooner yacht Ingomar crossed the finish line, near Sandy Hook, in the long-distance ocean yacht race at 8:48 o'clock to-day, well in the lead. Owing to time allowances the winner will not be known until all the yachts have reported.

The Ingomar came up on the port tack, the wind filling her sails nicely and making her heel to leeward. She had all lower sails, jiffy topsail set, a small mainmast stay sail and a number of small sails set. A waiting tug ranged alongside, but she declined her aid and stood up for the Hook, passing in at 10:15. No other yachts were in sight.

All along the upper Jersey coast this morning summer residents who have not yet returned to their city homes were up early scanning the horizon for the big schooners of the Atlantic Yacht Club that have been in the 524-knot ocean race.

The five remaining boats passed Atlantic City at 5 o'clock yesterday afternoon, and the news was flashed all along the coast.

The crack new Harreshoff yacht Ingomar, owned by Morton F. Plant, led the way in past Atlantic City. As near as could be seen from the shore she had a comfortable lead and was four miles off the coast.

Not a Heavy Wind.

The wind was from the southward and at about five or six knots.

The other four yachts, Iroquois, owned by J. G. Wade Whitaker; Hildegarde, owned by Edward R. Coleman; Fleur de Lys, owned by Dr. Lewis A. Stimson, and George J. Lauder, Jr.'s Endymion followed in the order named, though there was not much choice between them. The wind gave the yachts a broad reach coming up the coast.

When the yachts started Commodore Robert E. Tod's Thistle was in the race, but she was withdrawn after having sailed 100 miles, or about 120 miles of her course.

The course was as follows:

Start: Atlantic City, N. J., 10:00 A. M. (from the buoy at the entrance to the harbor).

1st mark: 10 miles S. by E. from Atlantic City.

2nd mark: 10 miles S. by E. from 1st mark.

3rd mark: 10 miles S. by E. from 2nd mark.

4th mark: 10 miles S. by E. from 3rd mark.

5th mark: 10 miles S. by E. from 4th mark.

6th mark: 10 miles S. by E. from 5th mark.

7th mark: 10 miles S. by E. from 6th mark.

8th mark: 10 miles S. by E. from 7th mark.

9th mark: 10 miles S. by E. from 8th mark.

10th mark: 10 miles S. by E. from 9th mark.

11th mark: 10 miles S. by E. from 10th mark.

12th mark: 10 miles S. by E. from 11th mark.

13th mark: 10 miles S. by E. from 12th mark.

14th mark: 10 miles S. by E. from 13th mark.

15th mark: 10 miles S. by E. from 14th mark.

16th mark: 10 miles S. by E. from 15th mark.

17th mark: 10 miles S. by E. from 16th mark.

18th mark: 10 miles S. by E. from 17th mark.

19th mark: 10 miles S. by E. from 18th mark.

20th mark: 10 miles S. by E. from 19th mark.

21st mark: 10 miles S. by E. from 20th mark.

22nd mark: 10 miles S. by E. from 21st mark.

23rd mark: 10 miles S. by E. from 22nd mark.

24th mark: 10 miles S. by E. from 23rd mark.

25th mark: 10 miles S. by E. from 24th mark.

26th mark: 10 miles S. by E. from 25th mark.

27th mark: 10 miles S. by E. from 26th mark.

28th mark: 10 miles S. by E. from 27th mark.

29th mark: 10 miles S. by E. from 28th mark.

30th mark: 10 miles S. by E. from 29th mark.

31st mark: 10 miles S. by E. from 30th mark.

32nd mark: 10 miles S. by E. from 31st mark.

33rd mark: 10 miles S. by E. from 32nd mark.

34th mark: 10 miles S. by E. from 33rd mark.

35th mark: 10 miles S. by E. from 34th mark.

36th mark: 10 miles S. by E. from 35th mark.

37th mark: 10 miles S. by E. from 36th mark.

38th mark: 10 miles S. by E. from 37th mark.

39th mark: 10 miles S. by E. from 38th mark.

40th mark: 10 miles S. by E. from 39th mark.

41st mark: 10 miles S. by E. from 40th mark.

42nd mark: 10 miles S. by E. from 41st mark.

43rd mark: 10 miles S. by E. from 42nd mark.

44th mark: 10 miles S. by E. from 43rd mark.

45th mark: 10 miles S. by E. from 44th mark.

46th mark: 10 miles S. by E. from 45th mark.

47th mark: 10 miles S. by E. from 46th mark.

48th mark: 10 miles S. by E. from 47th mark.

49th mark: 10 miles S. by E. from 48th mark.

50th mark: 10 miles S. by E. from 49th mark.

51st mark: 10 miles S. by E. from 50th mark.

52nd mark: 10 miles S. by E. from 51st mark.

53rd mark: 10 miles S. by E. from 52nd mark.

54th mark: 10 miles S. by E. from 53rd mark.

55th mark: 10 miles S. by E. from 54th mark.

56th mark: 10 miles S. by E. from 55th mark.

57th mark: 10 miles S. by E. from 56th mark.

58th mark: 10 miles S. by E. from 57th mark.

59th mark: 10 miles S. by E. from 58th mark.

60th mark: 10 miles S. by E. from 59th mark.

61st mark: 10 miles S. by E. from 60th mark.

62nd mark: 10 miles S. by E. from 61st mark.

63rd mark: 10 miles S. by E. from 62nd mark.

64th mark: 10 miles S. by E. from 63rd mark.

65th mark: 10 miles S. by E. from 64th mark.

66th mark: 10 miles S. by E. from 65th mark.

67th mark: 10 miles S. by E. from 66th mark.

68th mark: 10 miles S. by E. from 67th mark.

69th mark: 10 miles S. by E. from 68th mark.

70th mark: 10 miles S. by E. from 69th mark.

HIGHWAYMEN FLED BEFORE MOTOR CAR

They Held Up Driver of Oil Wagon Near Coney Island Creek and Fired Shots at Him, but Ran when They Saw Auto

POLICE ARE AT A LOSS.

There Were Two of the Robbers and They Lay Concealed in the Bushes Along Harway Avenue Until Harry Downs Came Along.

An automobile with port and starboard lights set, its trumpet in full blowing order and a daring driver at the wheel, proved such a terror to three bold highwaymen last night near the Coney Island Creek, that they fled in flight after firing three shots at the driver of an oil wagon belonging to Alfred Mangels, of No. 67 and 69 Steuben street, Brooklyn.

Harry Downs, driving along Harway avenue, near the bridge which spans the Coney Island Creek, was brought to a sudden halt by the sharp command of a man who seemed to spring from the earth.

"Hands up!" shouted the bold, bad highwayman.

"And pretty quick, too," added another, coming out of the bushes beside the road.

Downs thought that safety might come in flight. He knew his horse and he didn't like the glint of the gun which the highwayman held in his hand.

Down the road clattered the driver and his wagon. Three shots were fired at him, but they all went wide.

The highwaymen started in pursuit. Just then the automobile horn in sight and the driver was saved.

Capt. Cullen of the Bath Beach station, heard of the hold-up and put detectives on the case, but the highwaymen left no trace.

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